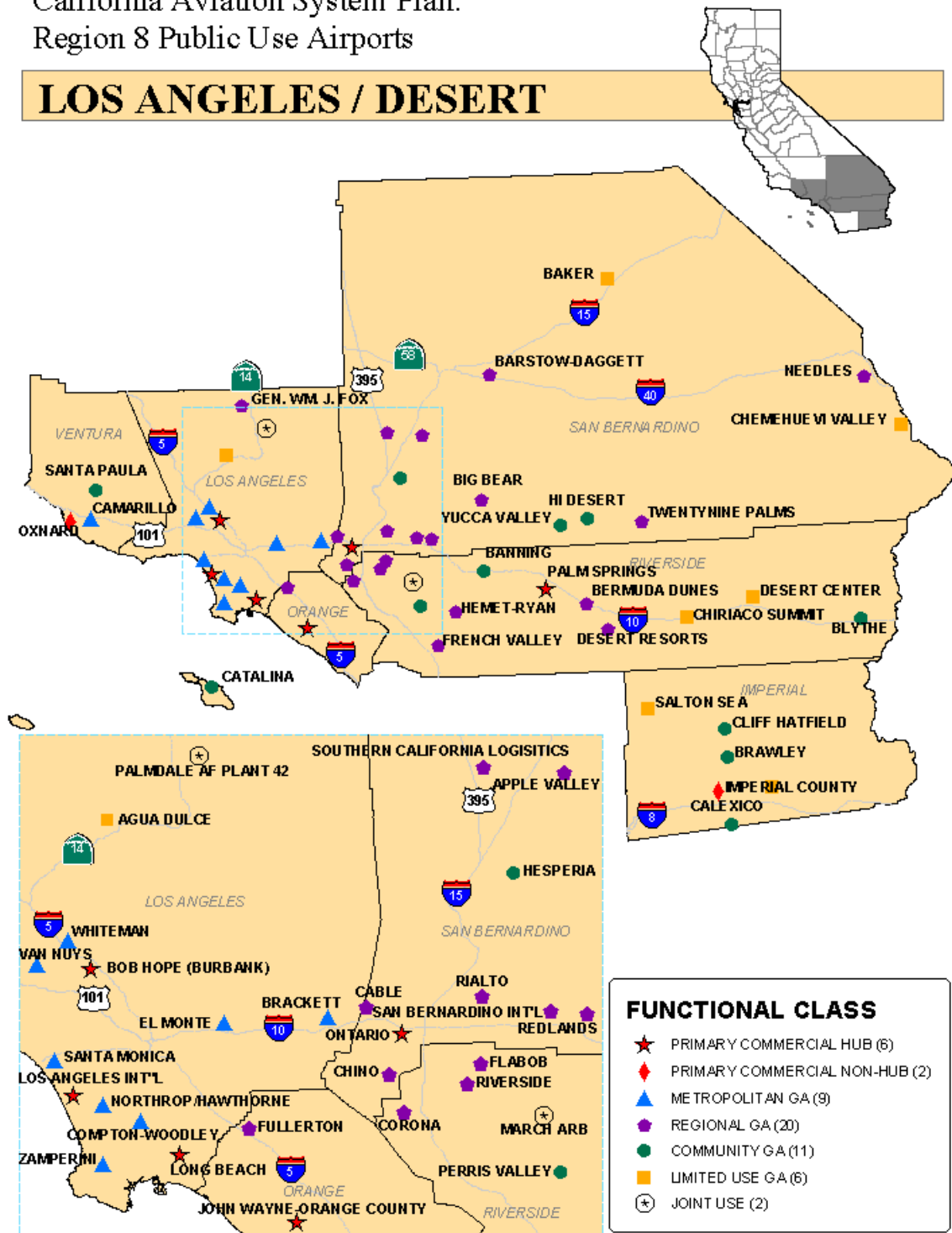


California Aviation System Plan:
Region 8 Public Use Airports

LOS ANGELES / DESERT



Los Angeles/Desert Region

The CASP's Los Angeles/Desert Region consists of the entire geographical area of the Southern California Association of Governments (SCAG) region. SCAG is the federally designated Metropolitan Planning Organization for the region. There are six counties within this region:

Ventura
Orange

Los Angeles
Riverside

San Bernardino
Imperial

Regional Overview

This region is the most populated in the state. In 2000, the California Department of Finance estimated there were approximately 16.7 million residents in this region. By 2020, the population is forecast to increase approximately 30.3% to nearly 22 million people. SCAG estimates most of the region's population growth will occur in north Los Angeles, Riverside, and San Bernardino Counties; however, a large percentage of the jobs will remain in Los Angeles and Orange counties. This jobs/housing imbalance will have a severe impact on the region's transportation infrastructure, including airports.

The region supports the world's largest and most complex regional aviation system. Regional aviation capacity issues will reach the critical stage in this region before any other region in California.

There are 47 public-use non-hub airports and 2 joint use civil/military airfields (Palmdale-U.S. Air Force Plant 42 and March Air Reserve Base) in the Los Angeles/Desert Region. The *1999 CASP Forecast Element* stated there were 10,872 based aircraft and 4,266,744 general aviation (GA) annual aircraft operations within the region. By 2015, these figures are estimated to increase by 10.9% (to 12,059 based aircraft) and 8.9% (to 4,647,501 annual GA operations) respectively.

Airport Comparison by Functional Classification Category

Primary Commercial Service Hub Airports

There are six Primary Commercial Hub airports in the Los Angeles Desert Region: Bob Hope (formerly Burbank-Glendale-Pasadena), John Wayne-Orange County, Long Beach Municipal, Los Angeles International, Ontario International and Palm Springs International. Refer to Section II for a discussion of all California Primary Commercial Service Hub airports.

Primary Commercial Service Non-Hub and Commercial Service Airports

Imperial County and Oxnard are the region's only Primary Commercial Service Non-Hub airports. Both facilities would benefit from runway extensions and widening. Imperial County's longest runway needs an additional 1,696 feet and Oxnard's an additional 1,050 feet, and both would need to be widened by 50 feet. However, airport enhancements such as a runway extension are not identified in the Oxnard Airport's currently adopted Airport Master Plan. In fact, the plan's mission statement makes the "search for a regional airport to serve the air carrier and commercial needs of the city of Oxnard and Ventura County" a priority. Following the logic of this statement, reclassification of Oxnard down to a Metropolitan General Aviation Airport would likely be reasonable, as it would meet those standards immediately. At the same time, the desirability of this eventuality from a system perspective is debatable. Additionally, the feasibility of such a runway extension at Oxnard is questioned due to local legal restriction and encroachment. However, a runway extension at Imperial County airport, already the longest in the county, will improve effectiveness, capacity, and safety in the region and the state aviation system. Imperial County also needs a precision instrument approach procedure.

Metropolitan General Aviation Airports

There are nine Metropolitan General Aviation airports in the region. Camarillo and Van Nuys are the only facilities to meet all minimum standards for Metropolitan General Aviation airports, with Van Nuys meeting Primary Commercial Service Non-Hub airport standards. Both Santa Monica and Jack Northrop/Hawthorne airports runways are within 50 feet of meeting Metropolitan General Aviation airport minimum standards. Considering that 50-foot extensions at both facilities would be essentially meaningless in terms of capacity or safety enhancements, and that additional extensions are impractical due to encroachment issues, these facilities are considered to meet the minimum standard. Brackett and Zamperini airports both have precision instrument approaches but do not have 24-hour on-field weather services. Additionally, Brackett's runway needs a 161 foot extension and to be widened by 25 feet. Zamperini's pavement condition is suspect and no jet fuel is available there. El Monte and Whiteman airports have more significant runway lengthening needs in the range of 1,000 feet to meet minimum standards. Additionally, 25 foot runway widening, provisions for 24-hour on-field weather services, and runway weight bearing capacity enhancements would benefit both airports. Compton-Woodley needs runway length (1,330 feet short), width (40 feet too narrow), and weight bearing capacity enhancements along with 24-hour on-field weather services, an instrument approach procedure, and jet fuel availability.

Regional General Aviation Airports

There are 20 Regional General Aviation airports in the region. Chino, General William J. Fox Field, and Southern California Logistics Airports meet all minimum standards for a Primary Commercial Non-Hub airport, rather than just a Regional General Aviation airport. Desert Resorts Regional and Riverside Municipal airports both meet all Metropolitan General Aviation airport standards rather than just those for Regional General Aviation airports. Big Bear City, Fullerton, and French Valley meet all Regional General Aviation airport minimum standards with the significant exception of runway length, with the feasibility of extensions at both Fullerton and French Valley in doubt due to encroaching development. Hemet-Ryan's longest runway needs an extension and, along with San Bernardino International airport, rehabilitation of its runway surface to meet all minimums for a Regional General Aviation airport. Several airports each need only a few specific enhancements to meet this classification's minimum standards. Bermuda Dunes needs a wider runway and 24-hour on-field weather services. Cable airport also needs a runway extension, 24-hour on-field weather services, and jet fuel availability. Corona Municipal needs a longer and wider runway and jet fuel availability. Needles Airport needs a runway pavement upgrade and a visual approach slope indicator system. Rialto needs a runway extension and 24-hour on-field weather services. With more numerous enhancements needed, Redlands needs a runway extension, visual approach slope indicator equipment, 24-hour on-field weather services, an increased runway weight bearing capacity, and jet fuel availability. Twentynine Palms needs 24-hour on-field weather services, visual approach slope indicator equipment, a runway pavement upgrade, a wider runway, and adequate runway weight bearing capacity. While Flabob has needs in all areas, most significant is a 1,700-foot runway extension that is not considered feasible due to encroachment.

Community General Aviation Airports

There are eleven Community General Aviation airports of which Blythe is the only one that meets all of this classification's minimum standards. Blythe actually meets the requirements for a Metropolitan General Aviation airport. Catalina Airport needs a runway extension, an upgrade to its runway pavement and fuel service, though environmental considerations make a runway extension doubtful and the logistics and costs associated with getting fuel to the facility make it impractical. Most effective would be a runway rebuild to provide a consistently level surface gradient for the entire length of the runway. Brawley needs a wider runway, 24-hour on-field weather services, and adequate runway weight bearing capacity. The remaining seven Community General Aviation airports all need instrument approach procedures and 24-hour on-field weather services. In the case of Banning, this is all that keeps it from meeting the minimum standards. Additionally, Calexico also needs adequate runway weight bearing capacity. Cliff Hatfield, Hesperia, and Yucca Valley airports need longer and wider runways, visual approach slope indicator equipment, 24-hour on-

field weather services, and instrument approach procedures. Hesperia also needs to have its runway pavement rehabilitated while Cliff Hatfield and Yucca Valley also lack fuel availability. Yucca Valley needs visual approach slope indicator equipment and fuel service availability as well. Hi Desert and Santa Paula Airports both need longer and wider runways and visual approach slope indicator equipment. Additionally, the runway weight bearing capacity at both is unknown. Perris Valley airport needs a wider runway and visual approach slope indicator equipment. Like Hi Desert and Santa Paula, its runway weight bearing capacity is unknown. Cliff Hatfield, Hi Desert, Perris Valley, and Yucca Valley airports are not listed in the FAA NPIAS, and are therefore more dependent on other than federal funding sources.

Limited Use Airports

There are seven Limited Use airports in the region: Agua Dulce Airpark, Baker Airport, Chemehuevi Valley Airport, Chiriaco Summit, Desert Center, Holtville, and Salton Sea. Salton Sea is the only airport to meet all of the minimum standards for a Limited Use airport, though it is a gravel runway. Pavement is a desirable upgrade. Agua Dulce, Baker, Chiriaco Summit, and Desert Center airports all need wider runways. Of these four, only Desert Center's runway weight bearing capacity is known and meets minimum standards. Holtville, with a currently suspended state airport permit, needs new runway pavement that meets runway weight bearing capacity minimums. Should Holtville's permit be reactivated, its status will be re-evaluated. Obviously, investment should only be prioritized for facilities whose sponsors are committed to keeping them open and in compliance with the conditions required under their state permits. Only Agua Dulce Airpark and Chemehuevi Valley airports are listed in the FAA's NPIAS. The other five are dependent on funding from other than federal sources.

Military/Civil Joint Use Airports

March Air Reserve Base and Palmdale Air Force Plant 42 are currently the only military/civil joint use airports in the state. They are included in the discussion of Primary Commercial Service Hub airports as their intended joint uses and infrastructure are best suited for that discussion.

Enhancement Need Prioritization

The airports below are considered the region's highest priority facilities in terms of system capacity and safety enhancement. Enhancements at the following airports would improve regional and state system capacity and safety, and perhaps make them worthy of reclassification:

Oxnard	Santa Monica	Fullerton	Brawley
Imperial County	Zamperini	Catalina	Baker
Brackett	Hemet Ryan	Banning	Barstow-Daggett
Jack Northrop/Hawthorne	San Bernardino	Needles	Twentynine Palms
Calexico	Santa Paula	Apple Valley	Blythe
Camarillo	William J. Fox	Riverside	Chiriaco Summit
Van Nuys	So. Calif. Logistics	Big Bear	Chino
Desert Resorts	French Valley		

All Non-NPIAS airports are also worthy of extra consideration at the state level since they are not eligible for federal funding.

Table 10

REGION 8 LOS ANGELES / DESERT - Enhancement Needs and Estimated Costs										Total Estimated Costs For All Regional Projects: \$31.03 Million					
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAILABLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
PRIMARY COMMERCIAL SERVICE NON-HUB				GOOD		150		VASI/PAPI		100LLA		50k SW	YES		ILS
IMPERIAL COUNTY	7000	5304	\$890,000	GOOD		100	\$930,000	VASI		100LLA		60000	YES		GPS
OXNARD	7000	5950	TBD-land	GOOD		100	\$1,040,000	VASI		100LLA		50000	YES		ILS
METROPOLITAN GENERAL AVIATION				GOOD		100		VASI/PAPI		100LLA		25k SW	YES		GPS/VOR
BRACKETT FIELD	5000	4839	\$60,000	GOOD		75	\$420,000	PAPI		100LLA		26000	NONE	\$100,000	ILS
CAMARILLO	5000	6010		GOOD		150		PAPI		100LLA		48000	YES		GPS
COMPTON/WOODLEY	5000	3670	\$470,000	GOOD		60	\$510,000	VASI		100LL80	\$50,000	14500	NONE	\$100,000	NONE
EL MONTE	5000	3995	\$350,000	GOOD		75	\$350,000	VASI		100LLA		12500	NONE	\$100,000	GPS
JACK NORTHROP FIELD/HAWTHORNE	4956	4956	\$20,000	GOOD		100		VASI		100LLA		30000	YES		LOC/LDA
SANTA MONICA MUNICIPAL	4987	4987		GOOD		150		VASI		100LLA		40000	YES		GPS
VAN NUYS	5000	8001		GOOD		150		VASI		100LLA		90000	YES		ILS
WHITEMAN	5000	4120	\$310,000	GOOD		75	\$360,000	PAPI		100LL80	\$50,000	12500	NONE	\$100,000	GPS
ZAMPERINI FIELD	5000	5000		FAIR	\$1,880,000	150		VASI		100LL80	\$50,000	30000	NONE	\$100,000	ILS
REGIONAL GENERAL AVIATION				GOOD		75		VASI/PAPI		100LLA		12500	YES		GPS/VOR
APPLE VALLEY	5700	6500		GOOD		150		VASI		100LL 80 A		70000	NONE	\$100,000	GPS
BARSTOW-DAGGETT	5100	6400		GOOD		150		NONE	\$60,000	100LLA		30000	YES		GPS
BERMUDA DUNES	4900	5002		GOOD		70	\$90,000	VASI		100LLA		Unknown	NONE	\$100,000	GPS
BIG BEAR CITY	7900	5850	\$540,000	GOOD		75		PAPI		100LLA		12500	YES		GPS
CABLE	5000	3865	\$300,000	GOOD		75		VASI		100LL80	\$50,000	20000	NONE	\$100,000	GPS
CHINO	4900	7000		GOOD		150		PAPI		100LLA		75000	YES		ILS
CORONA MUNICIPAL	4800	3200	\$420,000	GOOD		60	\$170,000	VASI		100LL80	\$50,000	12000	YES		GPS
DESERT RESORTS REGIONAL	4700	8500		GOOD		150		VASI		100LLA		30000	YES		GPS
FLABOB	4900	3200	\$450,000	POOR	\$560,000	50	\$280,000	NONE	\$60,000	100LL80	\$50,000	Unknown	NONE	\$100,000	NONE
FRENCH VALLEY	5000	4600	TBD-land	GOOD		75		PAPI		100LLA		30000	YES		GPS
FULLERTON MUNICIPAL	4800	3121	TBD-terrain	GOOD		75		VASI		100LLA		12500	YES		LOC/LDA
GEN. WM. J. FOX	5000	7201		GOOD		150		PAPI		100LLA		50000	YES		GPS
HEMET-RYAN	5000	4314	\$180,000	FAIR	\$1,080,000	100		VASI		100LLA		40000	YES		GPS
NEEDLES	4800	5005		FAIR	\$1,880,000	150		NONE	\$60,000	100LLA		16000	YES		GPS
REDLANDS MUNICIPAL	5000	4505	\$130,000	GOOD		75		NONE	\$60,000	100LL	\$50,000	10000	NONE	\$100,000	GPS
RIALTO MUNI/ART SCHOLL MEMOR.	5000	4500	\$130,000	GOOD		100		PAPI		100LLA		12500	NONE	\$100,000	GPS
RIVERSIDE MUNICIPAL	4900	5401		GOOD		100		VASI		100LLA		48000	YES		ILS
SAN BERNARDINO INTERNATIONAL	4900	10001		FAIR	\$4,500,000	180		VASI		100LLA		97000	YES		ILS
SOUTHERN CALIFORNIA LOGISTICS	5600	10050		GOOD		150		VASI		100LLA		60000	YES		ILS
TWENTYNINE PALMS	5100	5531		FAIR	\$650,000	47	\$540,000	NONE	\$60,000	100LLA		Unknown	NONE	\$100,000	GPS
LEGEND: RED TEXT – DOES NOT MEET MINIMUM STANDARD BOLD ITALIC TEXT – NON-NPIAS FACILITY ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS															

Table 10 continued

REGION 8 LOS ANGELES / DESERT - Enhancement Needs and Estimated Costs (continued)															
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAILBLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
COMMUNITY GENERAL AVIATION				FAIR		75		VASI/PAPI		100LL		12500	YES		GPS/VOR
BANNING MUNICIPAL	4700	5200		FAIR		150		PAPI		100LL		12500	NONE	\$100,000	NONE
BLYTHE	3900	6562		FAIR		150		VASI		100LLA1+		80000	YES		GPS
BRAWLEY MUNICIPAL	3700	4447		GOOD		60	\$230,000	VASI		100LL		20000	NONE	\$100,000	GPS
CALEXICO INTERNATIONAL	3700	4507		GOOD		75		VASI		100LLA		30000	NONE	\$100,000	NONE
CATALINA	4400	3000	TBD-Enviro	POOR	\$790,000	75		PAPI		None	TBD-Demand	15000	YES		GPS
CLIFF HATFIELD MUNICIPAL	3700	3440	\$70,000	GOOD		50	\$300,000	NONE	\$60,000	None	\$100,000	12000	NONE	\$100,000	NONE
HESPERIA	5200	3910	\$340,000	POOR	\$680,000	50	\$340,000	NONE	\$60,000	100LL		12000	NONE	\$100,000	NONE
HI DESERT	4800	2493	\$610,000	FAIR		50	\$220,000	NONE	\$60,000	100LL		Unknown	NONE	\$100,000	NONE
PERRIS VALLEY	4300	5100		FAIR		50	\$450,000	NONE	\$60,000	100LLA		Unknown	NONE	\$100,000	NONE
SANTA PAULA	3800	2650	\$10,000	FAIR		40	\$90,000	NONE	\$60,000	100LL80		Unknown	NONE	\$100,000	NONE
YUCCA VALLEY	5200	4363	\$220,000	GOOD		60	\$230,000	NONE	\$60,000	None	\$100,000	12500	NONE	\$100,000	NONE
LIMITED USE				FAIR		60		NONE		NONE		12500	NONE		NONE
AGUA DULCE AIRPARK	3500	4600		GOOD		50	\$160,000	NONE		NONE		Unknown	NONE		NO IFR APCH
BAKER	2900	3157		GOOD		50	\$110,000	NONE		NONE		Unknown	NONE		NO IFR APCH
CHEMEHUEVI VALLEY	2800	5000		GOOD		75		NONE		NONE		12000	NONE		NO IFR APCH
CHIRIACO SUMMIT	3200	4600		GOOD		55	\$80,000	NONE		NONE		Unknown	NONE		NO IFR APCH
DESERT CENTER	2800	4200		GOOD		50	\$150,000	NONE		NONE		45000	NONE		NO IFR APCH
HOLTVILLE	2700	6000		POOR	\$3,150,000	150		NONE		NONE		3000	NONE		NO IFR APCH
SALTON SEA	2500	5000		FAIR-grvel		75		NONE		NONE		28000	NONE		NO IFR APCH
CATEGORY 7 MILITARY/CIVIL JOINT USE				GOOD		150		VASI/PAPI		A		50k SW			ILS
MARCH ARB	8000	13300		GOOD		300		PAPI		A		65000	NONE		NO IFR APCH
PALMDALE PLANT 42	8000	12002		GOOD		150		NONE		A		83000	YES		ILS
Estimated Regional Cost Totals (by project type)			\$5,500,000		\$15,170,000		\$7,050,000		\$660,000		\$550,000			\$2,100,000	
LEGEND: RED TEXT – DOES NOT MEET MINIMUM STANDARD BOLD ITALIC TEXT – NON-NPIAS FACILITY ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS															